NEEDS NO LIGHT FOR PHOTOGRAPHS

Professor Oswald akes Discovery of Scientific and Commercial Value.

SILVER AS A CATALYSER

Reduces Time of Operation and Permits Almost Unlimited Reproduction.

NITRIC ACID BY NEW METHOD

All Germany, with Its Large Demand for Nitrates, Interested in This Novel Achievement.

Scientists throughout this country are much interested in two important discoveries which were recently made by Professor Dr. Wilhelm Oswald, a German chemist. One of these relates to photography, and its crowning merit lies in the fact that by means of a new process Professor Oswald is able to print pictures from negatives without any light, and the other relates to a new method of producing nitric acid from ammonia.

Professor Oswald, who is now in this country, having been invited to deliver the inaugural address at the State University of California on the occasion of the opening of the new biological laboratory, was born at Riga, of German parents, in 1853, and remained in that city until 1872, when he entered the University of Dorpat. In 1878 he obtained his doctor's degree, and for the next three years he lectured at the university, mainly on chemistry and other scientific subjects. In 1881 he was appointed professor of chemistry at the Polytechnical School in Riga, and six years later, a similar position having been offered, he removed to the University of Leipzig, and there he has remained ever since.

His principal lectures for some years have been on physics and chemistry, and among his pupils have been several distinguished Americans, including Professor T. W. Richards, of Harvard; Professor Morgan, of Columbia, and Professor Bancroft, of Cornell.

One of his present pupils is Dr. George W. Helmrod, of Omaha, Neb., and from him some interesting details in regard to the new discoveries were obtained. "The ordinary methods of printing photographs," he said, "are more or less expensive, the main reason being because they are based on the supposition that light must pass through the negative before the required chemical changes can take place in the sensitized paper.

"Professor Oswald, on the other hand, produces the same result by means of the so-called catalytic reaction. This is apparently due to the presence of substances known as catalysers, but these substances merely increase the speed with which the reaction takes place. For example, hydrogen and oxygen can exist together and apparently do not react on each other at all under ordinary conditions, but as soon as certain substances, for instance, fine platinum or finely divided silver, come in contact with the mixture a chemical union will take place, which may go on so fast that the whole mass will explode. In this case the platinum or silver has acted as the catalyser. Simply by its presence it promotes the chemical reaction.

"Professor Oswald makes use of this principle in photography by treating an ordinary silver negative with a solution of hydrogen peroxide. The latter has a tendency to break up into gaseous oxygen and water, but under normal conditions a reaction of this kind goes on very slowly. In the presence of silver, however, it goes on very quickly, and exactly in proportion to the amount of silver present. On the negative, therefore, will be found after a short time a certain quantity of hydrogen peroxide, but only in those places where there is no silver. Where silver is the reaction will take place. After this all that is necessary is to transfer this invisible picture to an ordinary piece of gelatine paper, for then, after a contact of thirty seconds, it can be developed in several ways, as, for example, by transferring it to a solution of iron sulphate.

"The result in this case will be an oxidation of the iron sulphate on all those places where the hydrogen peroxide has been transferred. If after a short washing a solution of gallic acid is now applied the result will be a genuine ink picture. This process has many advantages over those now in use. First, no light of any kind is needed, for a picture can be printed just as well in darkness as in daylight; second, the papers and chemicals, not being sensitive to light, will keep for an indefinite time, unlike the ordinary sensitive papers, which are good for only a brief period, sometimes only for two or three days; third, with the very cheapest materials a variety of colors can be obtained, for there is no limit in this respect, almost the entire range of chemical substances being at our disposal; fourth, this method is much cheaper than any other, and, fifth, being wholly mechanical it enables one to print large editions in a very short time.

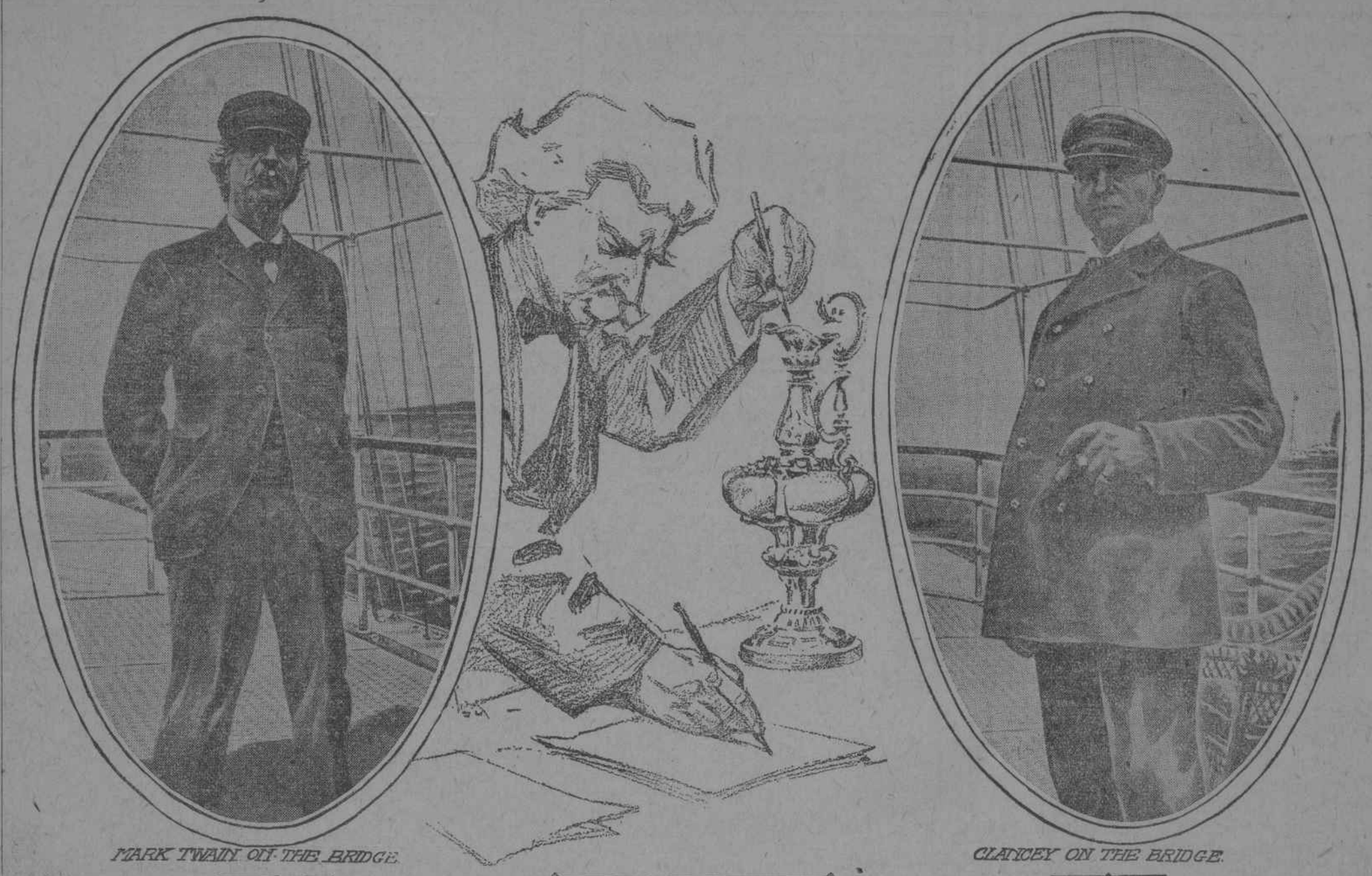
"Any design or drawing can be quickly copied by this process, and how important this is draughtsmen as well as publishers of newspapers and magazines can well understand. Finally it should be remembered that the silver used in the process does not take any part in the reaction, and therefore can be used for any number of prints."

Dr. Helmrod also spoke in glowing terms of Professor Oswald's novel method of producing nitric acid from ammonia. "This is also a catylitic process," he said, "and is cheap. Professor Oswald allows air to go through the ammonia, and this mixture of ammonia and air is then passed over heated platinum, the result being that the oxygen of the air oxidizes the ammonia to nitric acid. Nitric acid can be produced in this way much cheaper than it can be obtained at present. To Germany a discovery of this kind is naturally of vast importance, for it is an agricultural country and uses much artificial manure rich in nitrates. Yet, for its nitre it has hitherto been dependent on Chili, and it has been obliged to pay a pretty stiff price for all that it imports.

"Every civilized country, however, should be almost, if not quite, as much interested in this discovery as Germany, and for the reason that it is likely to play a prominent part in the future manufacture of gunpowder, dynamite and other explosives. Under ordinary circumstances Germany, in case of war, would have to obtain the necessary supply of nitre from Chili, but now, thanks to Professor Oswald, she can obtain as much nitric acid as she wants and at a nominal cost, for ammonia is very cheap, and nothing else is required except air. The same holds true to an almost equal extent of other countries, for Chili may be said to have a monopoly of commercial nitre."

Although he is rightly regarded in Germany, and, indeed, by all scientists, as a chemist of the highest rank, Professor Oswald has also distinguished himself in other directions. Thus he is an excellent painter, a good musician and an author of wide repute. As a proof of the high esteem in which he is held throughout Europe and America it is worthy of note that ever since he began to lecture in Leipzig more than twenty-five per cent of his pupils have been Americans. Thus he has at present forty pupils, of whom twenty-three are foreigners, and of the latter seven are natives of this country.

Mark Twain, Able Yachtsman, on Why Lipton Failed to Lift the Cup



MARK TWAIN ON THE BRIDGE. CLANCEY ON THE BRIDGE.

Just a Case of British Easygoing Carelessness, a Waterbury Anchor Watch Without the Anchor, and That Sort of Thing.

THE SHAMROCK BROKE SPINNAKER, TOO

"AREN'T you charging rather high rates for this interview?"

"Not any higher than I always charge when I am present in person during the interview."

"Sometimes you are not present?"

"Yes; in those cases I do not know I have been interviewed until I see it in the papers."

"Do you enjoy that?"

"Well, no; I think it is not quite fair. It is my trade to talk and write; it is my bread and butter. A man cannot honorably take it from my family without consent. What is it we are to talk about now?"

"The yacht races. The HERALD would like you to explain the reasons of the results."

"Why—that is all right, but I doubt if I can earn the money."

"Why?"

"Well, because I can only state the facts. I can't intelligently philosophize them, analyze them, deduce results from them—and all that wise kind of thing, you know. Do you care for facts—just mere cold, unemotional facts?"

"Dear sir, we prefer them to anything else."

SLAVE OF TRUTH.

"Allow me. Give me your hand! We meet upon holy ground. I have no longer any tremblings at the heart, no longer any disturbing anxieties. Facts are my passion. I"——

"You have been called the slave of truth."

"Have you heard it? You make me proud, happy; you sing all my solicitudes to rest. Proceed."

"You have seen all of the races?"

"Yes, all of them."

"On board the Kanawha?"

"Yes."

"She is the fastest steam yacht afloat, I believe."

"Yes, she has beaten all the flyers. When I am feeling good I can make thirty-seven knots an hour with her. * * * Why do you look at me like that?"

"I beg pardon. I assure you I didn't mean to. How"——

"Well, you mustn't look at me like that. I am very sensitive."

"It was an oversight, I give you my word. I would not wound you for anything. My hearing is not good, and I did not quite catch the number of knots, I think. How many did you say it was?"

"Forty-five. She's a bird—just a bird. She"——

PATRICK CLANCY'S FIGURES.

"Do you take her gait yourself?"

"No, it is done by one of the men—Patrick Clancy. He is in the forecastle. She has made as high as forty-nine. He told me so himself."

"Is he—is he trustworthy?"

"Who—Clancy? I should think so! I wouldn't trust a statement of my own sooner."

"Neither would I."

"Let me take you by the hand. Is Clancy trustworthy? Why, it would make everybody in the ship smile to hear you say that. Patrick Clancy"——

"Is he experienced? Is he calm, unexcitable; does he know the boat well?"

"Knows her like a book! Knows every inch of her hundred and twenty-seven feet; knows every ton of her four hundred; can tell by the flutter of her screw when she's making her Sabbath-day 200 revolutions and when she's on the warpath and turning out four thousand a minute. Does Patrick Clancy know the Kanawha? Why, man, he's been in her ever since she was a little thing not thirty feet long and couldn't make ten miles an hour; he told me so himself."

"Do you own the Kanawha?"

"Well, no, I don't exactly own her. I only help to run her. Mr. Rogers owns her."

"Do you command her?"

"Well, no, not exactly that. I only superintend."

"By request?"

"Well, I would'nt put it quite as strong as that; but I do a good deal of work, you know; in fact, the important part of it. Superintending is more important than commanding, and more worrying and fatiguing, you know, because you have to be everywhere and attend to everything. Superintending is much the most exacting function on board a ship, and requires more varied talent and alertness, and more patience and calmness under explosions of resentment and insubordination than any other in the service. There are but few really good superintendents."

"The salary must be very large?"

"No, there isn't any salary; all a person gets is neglect and ingratitude. If a superintendent conscientiously does his whole duty, there's never anything going on but mutiny and insurrection. If I have ever had an order obeyed without being requested to mind my own business, I have no recollection of it. It is just a dog's life, and that is the best you can say about it."

"Why don't you resign?"

"Resign? How can I resign when I haven't been appointed? If I could get appointed I would resign in a minute."

"Is there no way to"——

"To what? No, there isn't. When you are a superintendent, there you are, and you can't help yourself. Sometimes I wish I was dead."

"It does seem to be a sorrowful vocation."

SORROWFUL VOCATION.

"Funerals is hilarity compared to it. Daily and hourly your feelings are hurt. Hurt by disobedience; yes, and almost always accompanied by remarks which—why, let me give you an instance. You remember that first day when we were racing with those steamrockets, the Corsair and the Revolution and the Hauoli and Mr. Leeds' Clipper and hanging their scalps up there on the mizzenforetopgallant halyards to dry, one by one? I found the second mate off his base and ordered him into irons as a lesson, and he told me to go to—never mind where he told me to go, but how would you like to be treated like that, and you doing the best you could?"

"Ah, that gives me an idea. It would be just like such a man as that to keep crossing the Monmouth's bow the way the Kanawha did Saturday in the race home. It was scandalous. Was he steering?"

"It's getting late, let's talk about something else. I was at the wheel myself. Are you intemperate? Would you like something? So would I. Push the button. What were you saying about—about"——

"I wasn't saying anything about anything, but now that I think of it, what was the reason that the Shamrock performed so indifferently in the first race—that one that was a failure?"

JUST HEEDLESSNESS.

"Well, I know the reason, for I got it from Clancy at the time. It is pretty technical, but, barring that, it is easy to understand. It was a case of British easygoing carelessness on the part of the Shamrock plant—good enough sailors, you know, but heedless, oh, beyond imagination! Not just one case of it, but two or three—Clancy explained the whole thing to me. In the first place, when they came to set the anchor watch it was a Waterbury, and they lost two minutes in the winding, and that took off the whole time allowance and three seconds besides—ought to have been wound up before, of course.

"And then, when they got it set, there they were again—an anchor watch, all right enough, but they found they hadn't any anchor. It had been left at the Waldorf, by some oversight, and they had to throw over ballast to make up for it. Also, they had to remeasure the boat, and that shortened her by an inch. I do not know why, but Clancy does. An inch is not much, but if you take it off the front end, that end does not arrive at the home-stake as early as it would if it were an inch longer, and, of course, as you can see yourself, even that little could lose a race. It didn't in this case, because there was a lot more inches that did not arrive in time, but the principle is sound; you can see it yourself."

"Yes, it looks so. But they lost the second race, too—the first real race. How does Clancy account for that?"

"Difference in seamanship, he says. That and other things. Accidents and one thing and another."

THE SHAMROCK'S ACCIDENTS.

"Did the Shamrock have accidents?"

"She had one that lost her the race.

While Clancy Acts as Tutor in Yacht Engineering, Twain Starts New School of Journalism.

GOLDEN WORDS OF A GREAT HUMORIST

When she turned the stake she broke out her spinnaker. She might as well have broken her back, Clancy says. The spinnaker is a sail, you know. I don't know which one it is, but I think it is the tall one that bows out like a shirt front and gives the yacht such a dressy look. The other one is the balloon jib, which connects the garboard strake with the futtock shrouds and enables you to point high on a wind when you couldn't possibly do it any other way. Clancy told me these things."

"Does Clancy charge you anything for revealing these mysteries?"

"No, he doesn't really charge me, but I make it up to him in other ways. I let him charge me five dollars for telling me how to bet so as not to lose. He told me to bet a hundred on each boat. That was on the first race—the one that went to a finish. If I won either bet I was to give him another five and if I won both he was to get ten. So he got only ten altogether, because I only won on one of the boats. I lost on the other, so he didn't charge anything on that one."

"Have you always been as intelligent as you are now?"

"Yes, I think so, but sometimes Mr. Rogers thinks I am failing. He thinks it is on account of age and decrepitude; others think it is on account of mental disturbance; others think it is on account of the company I keep; but that cannot be, because I was never particular about the kind of people I went with, yet I was always just as intelligent as I am now, perhaps even more."

LOSES HIS WAY.

"You lose your way sometimes in a long sentence. Do you notice it? You remem"——

"Yes, I know what you mean; it's when I'm working up to wind'ard on a difficult proposition. Clancy says himself that I don't point as high as I used to. But it is no matter; as long as my teeth remain good I don't mind about my intellect; I don't eat with my intellect. But go on—I interrupted you."

"Granting that we now understand why the Reliance won in the first race, what specialty was it, in your judgment, that secured for her the second one?"

"Oh, reaching!"

"Reaching?"

"That is what did it. Reliance is sublime when it comes to reaching. Clancy says so himself. I remember his very words. He said, 'When it comes to that competition isn't possible; she's got a reach like a Christian mob with a nigger in sight.'"

"I am very much obliged to you for clarifying the races and making plain the reasons for the Shamrock's defeats. There was much confusion in the public mind before. Could you go on now, and"——

"Well, no, not now. It would take too much time, and you are pretty busy; so am I. We've done enough for a preliminary; I will finish in a magazine presently. How do you like my style?"

STYLE THAT IS GOLDEN.

"I think it admirable. It is exceedingly simple and direct and lucid, and it has a special and unusual feature which is golden—that is the word, golden!"

"What is that?"

"You hardly ever use a long word."

"Ah, you've noticed it! Do you guess the secret of that?"

"No, but if you would tell me"——

"I'm paid by the word—do you get the idea?"

"Well, no, I believe I don't."

"I'll show you. In a newspaper you are paid by 'space'—that is your term for it. The longer the words the more space you occupy and the greater is your cash reward. Naturally you hunt the dictionary for long words—it's bread and butter. And naturally you get the habit of using lucrative, vast words—the sesquipedalian habit, so to speak. But when you are paid by the word you can't afford long ones, you understand—it's just simply impoverishing. The family would starve. Would you ever catch me saying 'uninomprehensibility'? Not at twenty cents a word, and don't you make any mistake about it! By my enforced habit of using only the shortest discoverable words I should break that nine jointed monster up into modest little, wee, single words and get as much as a dollar and a half out of him. Do you get the idea now?"

"By my halidom, yes—and it is just great, too!"

"I thought you would be able to see it. Do you know, in German literature the average word measures twenty-two syllables? You divine the reason?"

"I do; they pay by space there."

SALVATION OF LANGUAGE.

"That's it. It has ruined the language. They are starting a College of Journalism here. Let them look to that matter. Let them inculcate in the young student the principle of charging always by the word. It will result in a noble simplicity of style; it will be the salvation of our beautiful language. Even at twenty cents it will do it; even at that figure it will cramp the average word down to five letters. I would to God somebody would give me a chance to show what kind of a shrinkage I could put on our long words at a dollar a squeeze! Must you go? Don't go. Sit down and let me unshackle my tongue and give you an exhibition. I will undertake to financially embarrass your paper before I break out my spinnaker."

"I thank you most kindly, but I am afraid I must be going. Are you going to the banquet?"

"I wish I could, but I have to go home. I wish I could see Sir Thomas. He is the only Englishman I have never seen, except Lord Roberts. Gallant men, both."

"What are you going to Italy for?"

"By order of the doctors. It is to get back my wife's health."

"When do you sail?"

"October 24, in the Princess Irene—North German Lloyd."

"A good ship?"

"I designed her myself."

"That settles it. Goodby."

"Goodby." MARK TWAIN.

Mr. Marconi Is Here with New Inventions

During His Voyage on the Lucania He Says He Tested His Improvements Thoroughly, and Declares That the Cost of Transmission of Messages Will Be Reduced.

Bringing with him four inventions which he asserts will go far toward perfecting wireless telegraphy, William Marconi, inventor of the system, arrived on the Cunard liner Lucania from Liverpool yesterday. Although a detailed description of the inventions will be withheld until after patents are perfected, he revealed enough to say that by them the height of the pole will be almost cut in half and greater regularity of transmission and receiving attained. They will reduce the cost of the operation much and enable stations to be more nearly attuned.

Mr. Marconi's reception when the Lucania arrived at her pier early yesterday morning was most enthusiastic. Fellow countrymen to the number of a score or more were there to meet him, with them a brass band of thirty members, their caps bearing the proud title of "The Marconi Band" in gilt letters.

There was an address also, in Italian, and the reading of it caused the inventor to blush his thanks. In it he was called the "light of the Latin race" and other flattering things.

GREAT STEP FORWARD.

"I believe I am safe in saying that a great step forward in wireless telegraphy has been taken by these latest discoveries," he said later at the Holland House. "They go far toward placing the system on the practical basis, toward which we are always striving. By them the cost of transmission and operation has been greatly reduced. We will no longer need the high poles now in use and the regularity and steadiness of the messages have been greatly improved.

"On the Lucania this time I put these improvements to severe tests and the result was most flattering. Never before has a ship been in such continuous communication with land while crossing the ocean. It was as if we were a few miles from shore all the time.

"Private messages were constantly sent both ways by the passengers, and I could even transact business with the London office as if I were there. So easy was this that when an invitation to dinner came to my London office for to-night it was transmitted to me, and I telegraphed my regrets from midocean."

WILL VISIT MR. EDISON TO-DAY.

Mr. Marconi will visit Thomas A. Edison at Llewellyn Park to-day, and the two electricians will go carefully over his latest inventions. "Mr. Edison's interest is most gratifying to me," said Mr. Marconi. "His wonderful knowledge will be a great aid to me and to the company, of which he is one of the technical engineers. I consider it a great honor to meet him."

Speaking of the wireless mix up during one of the yacht races, the inventor laughed. "What was done there," he said, "can be done in a way to any wire telephone or telegraph line. The messages could not be tapped, but by running a ship with a powerful battery aboard the currents could be deflected. While they could not get our 'tune,' yet by running up and down the electrical scale, so to speak, they could strike it at times.

"Contrary to the popular opinion, this does not weaken the value of the system in warfare. In order to mix up messages a war ship must lay almost alongside the transmitting ship. They must be abreast and close together. While the enemy was doing this the transmitting ship certainly could hold an argument with her guns."

Mr. Marconi will remain on this side four weeks. He will visit the Cape Breton station, also the one at Cape Cod, and return to England on the next trip but one of the Lucania.

MONEY FOR DE HIRSCH FUND.

Monument Association Now Has $9,073.33 and Expects Substantial Additions to the Sum This Month.

With the return of New Yorkers from summer vacation an increase in contributions to the De Hirsch monument fund is expected. Letters received yesterday contained subscriptions of $25 from L. Einstein & Brother and $5 from Abraham Erlanger. These amounts have swelled the fund to $9,073.33.

The HERALD will announce the names of donors and the amounts sent. Checks should be made payable to Mr. August Belmont, treasurer.

WIND TOO HEAVY FOR YACHT RACE

Cup Contest Abandoned for the Day, and Will Be Run To-Morrow if Possible.

CREW EXCHANGE ASKED

London Offers to Pay for Series of Races, but It Is Not Likely Plan Will Be Adopted.

EXPERT DISCUSSES WRINGE

Scotch Correspondent Thinks the Shamrock's Skipper Has Done the Best Possible with Her.

There was no yacht race yesterday, wind, sea and fog combining to make the day one in which no lightly built craft such as are these yachts would ever dare quit such a sheltered berth as the curve of the Horseshoe affords.

Even those who remember that plunging, rearing, threshing struggle of the Dauntless against the Galatea, when on beam ends the two fought it out through a sixty mile an hour gale, were free to admit that yesterday was no sort of a day in which to try out the qualities of these later racers.

There was far too much wind for one thing—a gale which flung crashing seas on the seaward stretch of the Hook and whistled through the naked rigging of the yachts tugging at their buoys within the Horseshoe. One of Sir Thomas' star-crossed racers found it advisable to send down her tophamper to better ride out the stress of weather, and tenders got out extra ground tackle to help them hold on.

Those concerned with the management of the races had an early consultation and hurriedly agreed to call off the one scheduled for the day. Later there was a more formal gathering, at which it was decided to hold the next race to-morrow, weather permitting, and to sail on consecutive instead of alternate days until this question of which yacht is the better has been definitely decided by three victories for one or the other.

When it is said that Sir Thomas, that gamest of sportsmen, has abandoned all hope of winning with his new challenger, all is said that need be said on the chances of that vessel.

Club Calls It Off.

Before seven o'clock in the morning the Regatta Committee, sub-committees and others were gathered at the New York Yacht Club house awaiting a telephone message from Mr. Iselin and Mr. McGilldowny regarding the race. Secretary Cormack, in view of the violence of the storm, had asked the contestants the evening before to communicate with the club at the early hour named, that the officials might take necessary action in case of a postponement.

Shortly after seven o'clock the Sandy Hook message was received, when Commodore Kane, chairman of the Regatta Committee, made this formal announcement:—

"At the request of the contestants the race is called off for the day."

The captain of the club steamer Monmouth was then notified, as was Captain Walker, in charge of the patrol fleet, and all others interested, so far as practicable, that they might not go to the Hook and there find that a postponement had been decided upon.

During the morning the Cup Committee held a session at the club house to decide upon the racing days of the future and other matters of an incidental nature. It was finally agreed that the boats should meet to-morrow and on consecutive days, if required, until the match was finished. The Shamrock people were acquainted with this decision and acquiesced. Later in the day the written agreement was sent to the Horseshoe for the necessary signatures. Former Commodores Lewis Cass Ledyard, E. D. Morgan and E. M. Brown and Secretary Cormack were the members of the Cup Committee at the meeting.

New Boat Hired.

Meanwhile Commodore Kane was busy making new charters for boats required by the club at the races. The Monmouth, hired for the preceding days, was let go and the iron steamboat Taurus obtained to fill her place. The latter will leave the foot of West Twenty-second street at half-past eight o'clock to-morrow morning, and tickets for the Monmouth held by members for the race yesterday will be good for the new boat.

Long before nine o'clock the steamer Navigator was sent to the Horseshoe for Mr. Iselin, as the club officials desired to speak to him. He returned on the steamer, accompanied by Mr. W. Butler Duncan, Jr. They left the club house about three o'clock. Mr. Iselin was asked the condition of the weather off shore when he left the Hook and he replied to the effect that the wind was blowing in the neighborhood of thirty miles an hour, the sea was bad and there was a thick fog.

The Formal Notice.

When everything was finally arranged to the satisfaction of the officials the following announcement was made by the Regatta Committee:—

NEW YORK YACHT CLUB,
August 29, 1903.

Through mutual agreement between the Challenge Committees of the Royal Ulster and New York Yacht clubs the next race will be sailed on August 31, 1903, and the match will be continued on consecutive days (Sundays out) until three out of five races have been determined.

The weather being heavy this morning out at Sandy Hook, where the two yachts were lying, and so thick, that there would have been much difficulty in picking up the mark, Messrs. Iselin and McGilldowney informed the Regatta Committee at the club house at seven A. M., that they were not prepared to race. The event was then called off and notices were sent to the different club stations and news agencies.

The steamer Taurus, Iron Steamboat Company has been chartered for the use of members and their guests to accompany the race on August 31, 1903. She will leave the foot of West Twenty-second street at half-past eight A. M. and will land there on her return.

Tickets already issued for the Monmouth for Saturday, August 29, will be good on the steamer Taurus on Monday at the same price.

SPECIAL SIGNALS.

When a yacht has crossed the finish line the committee boat will hoist letter N—"Do you assent to a race to-morrow?"

The yacht will answer with letter C, "Assent," or the letter D, "Negative."

Should each display letter C the committee boat will set letter L, "There will be a race to-morrow," which signal will be repeated by the patrol fleet. REGATTA COMMITTEE.
E. H. WALES, Secretary.

Loyal to Sir Thomas.

Despite the weather Sir Thomas Lipton's guests were loyal to him and nearly as many were ready to take the trip down the bay on the William Fletcher to the Erin as on the pleasantest of the race days. Protected by waterproofs and umbrellas, they fought their way through the rain to pier A, at the Battery, and

(CONTINUED ON PAGE FOUR.)